THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) In the seventh round of New Exploration Licensing Policy (NELP-VII) highest number of bids (181) were received as compared to earlier round of NELP. The bidding and award process for NELP-VII have been completed on the basis of the Bid Documents, Notice Inviting Offer (NIO) and clarifications issued including clarification relating to taxation.

Excise duty on unbranded petrol

188. SHRI B.K. HARIPRASAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether as a cascading effect of steep reduction in international crude prices, the oil companies in Public Sector are now making a profit of Rs. 11.00 on a litre of petrol and Rs.4.00 a litre of diesel;

(b) whether at the same time the oil companies are still losing around Rs.12.00 on a litre of Kerosene and Rs.33.00 on every LPG cylinder; and

(c) if so, whether to reduce the losses on Kerosene and LPG, Government proposes to impose an Excise Duty of Rs.2.00 per litre on unbranded petrol?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Based on the Refinery Gate Price for February 1, 2009, the over/under-recovery on the sensitive petroleum products; namely Petrol, Diesel, PDS Kerosene and Domestic LPG are as under:

Petrol	Rs./litre	1.30
Diesel	Rs./litre	2.66
PDS Kerosene	Rs./litre	(11.25)
Domestic LPG	Rs./Cylinder	(74.53)

(Figures within brackets indicate under-recovery)

(c) Ministry of Finance has informed that at present, there is no such proposal under consideration of the Government.

Reversal of excise and custom duty cuts

189. SHRI RAMDAS AGARWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government has decided to reverse the customs and excise duty cuts on petroleum products announced last year keeping in view the steep fall in global crude oil prices from $147 a barrel in June, 2008 to the current level of $40;

(b) if so, how much additional revenue is likely to be generated as a result of such reversal of duty cuts by Government; and

(c) whether Government would ensure that there is no increase in import duty on jet fuel or in respect of Aviation Turbine Fuel (ATF) in order to prevent any adverse impact on airline industry?